

COMMUNICATION

FROM THE

HON. JAMES S. GREEN AND WILLARD P. HALL

REPRESENTATIVES IN CONGRESS FROM THE STATE OF MISSOURI,

IN RELATION TO

Bill S. 248, granting the right of way and land for the St. Joseph and Hannibal railroad.

JUNE 19, 1848.

Submitted, and ordered to be printed.

WASHINGTON, May 27, 1848.

SIR: The bill recently referred to the committee of which you are chairman, by the Senate of the United States, proposing the grant of certain lands to the State of Missouri, for the purpose of aiding in the construction of a railroad from St. Joseph to Hannibal, being a subject of much interest to our constituents, will, we trust, be a sufficient excuse for our troubling you with this communication.

St. Joseph, the western terminus of the proposed railroad, is a town of but recent date. It is situated on the east bank of the Missouri river, in the county of Buchanan, and State of Missouri. The tract of land on which St. Joseph is built was entered at the United States land office, at Plattsburg, in the month of May, eighteen hundred and forty-three. The first public sale of town lots in St. Joseph was in the month of September, of the same year. The only house there, at the commencement of the year 1843, was the old Indian trading house of Joseph Robidoux, the original proprietor of the town. St. Joseph now contains nearly or quite fifteen hundred inhabitants, and is improving more rapidly than any other town on the Missouri river, except, perhaps, the town of Lexington. In consequence of the recent establishment of St. Joseph, its name does not appear upon any but the latest maps. Upon the maps generally, it is called indifferently "Robidoux landing," or "Black Snake hills." The improvement of St. Joseph has been but little more rapid than that of the section of the country in which it is situated. "The Platte purchase," of which St. Joseph is one of the chief towns, was annexed to the

State of Missouri in the year eighteen hundred and thirty-six. The first white settlement in that purchase was made in the year eighteen hundred and thirty-seven. Its entire population in the year 1840 was only 15,150. In 1844, it contained the second and eleventh most populous counties in the State of Missouri, and an aggregate population of 36,731.

It has continued to increase in population until the present time, and at this moment contains full 60,000 inhabitants.

Hannibal, the eastern terminus of the proposed railroad, has improved even more rapidly than Saint Joseph. In 1840, the population of Hannibal was but 700. Its present population is little short of 4,000.

The proposed railroad will pass through the counties of Buchanan, Clinton or De Kalb, Caldwell or Daviess, Livingston, Linn, Macon, Shelby and Marion. The distance from St. Joseph to Hannibal is 180 miles, in a straight line. As the country between those points is nearly level, and free from all obstructions to such a work, it is believed that the whole length of the proposed road will not exceed 200 miles.

It is a matter of some difficulty to calculate the amount of commerce that would pass over the contemplated railway, immediately upon its completion. To attempt to make the calculation, by reference to the statistics prepared by the officers of government, in 1840, would do manifest wrong to those interested. "The Platte purchase," as has already been stated, contained but 15,000 inhabitants in that year, whereas it now contains a population of 60,000. It is true that all of northern Missouri has not improved as rapidly as the section just mentioned. But the great advance of that section, within a few years past, demonstrates the impropriety of estimating the products of northern Missouri by reference to tables prepared on that subject some eight years ago. A much more correct mode of estimating those products is, by reference to the commerce of the Missouri river. Nearly the whole of that commerce belongs to the State of Missouri; all, indeed, except the fur trade and the trade of New Mexico. Now, the number of steamboat arrivals at St. Louis from the Missouri river, in the years 1845 and 1846, was 249 and 256, respectively. Our authority for this assertion is, "a report prepared by authority of the delegates from St. Louis, for the use of the Chicago convention, of July 5, 1847." The average number of annual arrivals of steamboats at the same place, from the same quarter, for the six years preceding 1845, was 139, and the average number of steamboats annually employed in that commerce, in the same period, was 27. If we apportion the boats to the arrivals in 1846, according to the ratio which obtained between the boats and arrivals in the previous years, it will appear that the number of steamers engaged in the Missouri river trade, in 1846, was upwards of 40. The report, before alluded to, estimates the average tonnage of western boats at 210 tons to each boat, and the value per ton at \$65.

This estimate gives \$546,000 as the value of the steamboats annually employed upon the Missouri river. The same authority sup-

poses our western steamboats to run two hundred and twenty days each year, at the cost of \$125 per day to each boat, and puts down insurance on our western waters at 12 per cent., the interest upon capital invested in steamboats at 6 per cent., and the wear and tear of steamboats at 24 per cent. These various estimates show the annual cost of the transportation upon the Missouri river to be as follows:

Cost of running 40 steamboats.....	\$1,100,000
Insurance on \$546,000, at 12 per cent	65,520
Interest on \$546,000, at 6 per cent.....	32,760
Wear and tear of steamboats, at 24 per cent.....	131,040
	<hr/>
Total cost of transportation annually.....	1,329,320
	<hr/>

Now the Missouri river divides the State of Missouri nearly equally, both in point of territory and of population. It may, therefore, be assumed that one-half of the above total of the cost of transportation is borne by northern Missouri, in other words, by that part of our State north of the Missouri river. The northern boundary of the State of Missouri is about 110 miles north of the Missouri river, measuring from the river where it runs in an easterly or southeasterly direction. The proposed railroad will be at an average distance of fifty miles north of the Missouri river, measuring in the same way, thus leaving a strip of country of that width between the road and the river. It is but just to suppose that the inhabitants of one-half of that strip will use the railroad as their channel of commerce.

This estimate would give the proposed road the commerce of four-fifths of the territory, and two-thirds of the population of northern Missouri, which is now transported on the Missouri river. That commerce pays annually to steamboat companies engaged in the navigation of that river, upwards of four hundred thousand dollars for transportation. Besides this, the counties fifty miles north of the Missouri river, and within eighty miles of the Mississippi, in our State, trade, for the most part, at Hannibal. All, or nearly all of the produce from the section last mentioned, would, therefore, be transported over the contemplated road. It would seem, then, a moderate estimate to assert, that as much commerce would be conducted over that road, as soon as it is completed, as is now carried on upon the Missouri river from northern Missouri—a commerce which pays for transportation on the Missouri river alone, more than six hundred thousand dollars every year.

You, sir, are well aware that one of our western farmers, who lives fifty or one hundred miles from a navigable stream or other convenient channel of commerce, produces but little for market. He cannot afford to carry his products to market, and his production is, therefore, limited to his own consumption. But a large part of northern Missouri is more than fifty miles from the Missouri river. Its inhabitants are small farmers on account of the great

expense of getting to market. Should the proposed road be established, that difficulty will be removed. The whole of northern Missouri will be convenient to market. The country fifty miles north of the Missouri river will be immediately on the line of the proposed road, and the country eighty miles north of the river will be only thirty miles from the railway. This circumstance will of itself produce a great and an important change. Farmers who now raise nothing for market will become large producers. Our small farmers will become great farmers. Our small farms will expand into large farms, and the produce of the country will be multiplied. In addition to this, as the vacant lands which are at a distance from the Missouri river are made convenient to market, they will become valuable, and private property. Large tracts which have been exposed to sale by the United States for years will be purchased and cultivated, and thousands of people inhabit a country which is now uninhabited. That we are not writing at random on this subject, the following facts furnished by the Commissioner of the Land Office will prove. The commissioner states: "That within six miles on each side of a line drawn from Saint Joseph, on the Missouri river in the State of Missouri, to Hannibal, on the Mississippi river in said State, there were, on the 31st of December, 1847, of vacant lands belonging to the government, 640,362 acres. The greater part of these lands was offered in 1820 and 1835, the balance was offered in 1819, 1821, 1843, and 1844. Full one-half of them it is estimated is prairie.

"Within twelve miles of the Mississippi river in the State of Missouri, between the mouth of the Missouri river and the town of Hannibal, there were, on the 31st of December, 1847, of vacant land belonging to the government, an aggregate of 96,370 acres. These lands were all offered in 1818, 1819, and 1823, and it is estimated that one-twentieth of them is prairie." See letter to the Hon. John Jamieson, herewith enclosed, marked (A.) The commissioner also states, in a letter addressed to one of the undersigned on the 5th instant, that "the lands contained in the Platte purchase, as far north as the south line of township sixty-five, are nearly all entered."

The distance from the mouth of the Missouri river to the town of Hannibal is one hundred and four miles. The distance from the southern extremity of "the Platte purchase" to the south line of township sixty-five, is about ninety miles. From Saint Joseph to Hannibal is, as stated, one hundred and eighty miles. Between the southern extremity of "the Platte purchase" and the south line of township sixty-five, nearly all the lands in that purchase, according to the commissioner, belong to private individuals. The statement of the commissioner also shows that the average amount of vacant land to every square mile in the State of Missouri, within twelve miles of the Mississippi river, between the mouth of the Missouri river and the town of Hannibal, is $77\frac{1}{2}$ acres. The statement of the same officer shows that the average amount of vacant land to every square mile within six miles of a line drawn from

Saint Joseph to Hannibal, is $298\frac{1}{2}$ acres, or $219\frac{1}{2}$ acres more than the like average between the points last aforesaid. But even this exhibition does not place the matter in the proper light. According to the letter, already referred to, from the commissioner, nearly all the land in "the Platte purchase," as far south as Saint Joseph, is entered; and there is but little vacant land in the State of Missouri within twelve miles of the Mississippi river in the latitude of Hannibal. This view (inasmuch as "the Platte purchase" extends twenty miles east of Saint Joseph) gives the average amount of vacant land to each square mile within six miles of a line drawn from Saint Joseph to Hannibal, and between a point twelve miles west of Hannibal and twenty miles east of Saint Joseph, as a little upwards of three hundred and sixty acres.

Thus it appears that the lands along the Missouri river in the western part of our State, and those along the Mississippi in the eastern part, are generally entered, while the majority of the lands at a distance from those rivers is not entered after being in market for a long series of years. True, the lands near the Mississippi have been longer in market than those in the interior, but it is equally true that the lands in the Platte country have not been as long in market as those in the interior. How, then, has it happened that the former have been sold so much more rapidly than the latter? All the lands in northern Missouri are of nearly the same degree of fertility. The only difference between them is that those upon our great rivers are better timbered than those more inland. But it is believed with great confidence that if all of those lands were equally convenient to market, they would be settled with the same degree of rapidity. The construction of the proposed road will give that convenience, and thereby augment the revenues of the government.

According to a letter furnished the Hon. John Jamieson by the quartermaster general of the date of March 15, 1848, (which is herewith enclosed, marked B,) it appears that the amount paid by the United States for freight and transportation up the Missouri river to Fort Leavenworth, in the last five years, is as follows:

In 1843.....	\$3,058 03
1844.....	853 97
1845.....	2,094 80
1846.....	17,825 54
1847.....	17,647 70
Total for five years.....	<u>41,480 03</u>

The amount of such expenditure will, no doubt, be much larger hereafter than it has been heretofore. A line of posts is to be established to Oregon. To supply those posts will, of course, require a much larger amount of stores than has been required to supply Fort Leavenworth alone. To this is to be added the supplies which will be required for New Mexico in the event of the

acquisition of that country by our government. There are also paid to the Indians on the frontier of Missouri annuities to the amount of \$238,826. The bill referred to your committee stipulates that all public stores and property and troops shall be transported over the proposed road free of charge. The whole saving thus to be effected to the government is a matter of conjecture. It is the amount which the United States would otherwise pay for transportation on the Missouri river. It is understood that the canal connecting Chicago with the Mississippi river is now completed. It is no more expensive to get stores from our eastern cities by the way of the lakes and the Chicago canal to Hannibal, than it is to get them to St. Louis by any route. St. Joseph is but thirty-five miles from Fort Leavenworth, and that much nearer the line of the Oregon posts than is Fort Leavenworth. The construction of our road, then, upon the terms proposed will save to the United States, annually, a very considerable outlay—a saving equivalent to an annuity of some thousands of dollars paid by the State of Missouri to the federal government.

Again: For three months in the year the Missouri river is closed to navigation. The same may be said of the upper Mississippi. For all commercial purposes, therefore, all that part of the State of Missouri which now uses the Missouri river or the upper Mississippi for the purpose of transportation is excluded from the rest of the world. For one-fourth of the whole year are the people of upper Missouri shut out from all commercial intercourse with their fellow citizens of the other portions of the Union. The construction of the proposed road would remove this evil. The extension of the road a few miles to the east of Hannibal would connect it with the Chicago canal, and with the railway which it is proposed to construct from Chicago to the mouth of the Ohio. The Mississippi being always navigable from the latter point, the people of northern Missouri would, in the event alluded to, enjoy at all seasons the advantages of a market for their produce. Instead of being, as now, comparatively idle and out of employment during the winter, that would be the period of their greatest activity. In the winter their produce would be sold, and they would be left free at the commencement of spring to renew, without hindrance, their ordinary occupations. If we may be permitted to use the language of your report, the construction of the proposed road, connecting with the works of Illinois, will give "the producers and exporters" of Missouri "a choice of markets in the summer season, and the only one that is accessible to them in the winter—at a season when, in the southern markets, they will have less competition from the States bordering on frozen rivers—thus enabling them to sell their products at the highest price; and, from the want of purchasers of the necessary articles of consumption, arising from the want of competition, they will be enabled to buy them at the cheapest price. Making this road will be like opening a new river from "the east to the west, to unite with a new river running from the north to the south, on which, without the danger of snags and sand-bars,

and with no obstructions from ice, the farmers from the north and the west, at a season of the highest prices, can take their products to one of the best markets in the world, in the shortest time, and receive for their labor the most speedy return." Such would be the immediate effects of the proposed road. Its ultimate effects would be much more important. The southern boundary of the contemplated Nebraska territory is twenty miles north-west of St. Joseph. This territory contains some of the finest lands in the valley of the Mississippi. If it should settle as rapidly as the Platte purchase has, (and it is believed that it will settle more rapidly,) it will contain sixty thousand inhabitants in ten years after it is opened to settlement. The commercial channel for this population will be the proposed railroad. As the population of the new territory increases, the proposed road will be extended—always keeping pace with our people—until the ultimate verge of our territories, this side of the Rocky mountains, is reached.

That part of the State of Missouri north of the Missouri river contains more than thirty thousand square miles, and upwards of nineteen million acres of arable land—an area about half as large as that of New England, and an amount of arable land much greater than is contained in the six New England States. Between the State of Missouri and the Rocky mountains is territory sufficient for several independent States. Here, then, is an extent of country sufficient of itself for a vast empire, which will ultimately be benefited by the construction of the proposed railway. In order to secure its construction, all that is required is the grant of land now asked for. The whole of that grant is not half as great as those the States of Indiana and Ohio have received for similar purposes.

There is still another consideration connected with this road worthy, perhaps, of being mentioned. Mr. Asa Whitney proposes to construct a railroad from Lake Michigan to the Pacific ocean, by the way of Council Bluffs, for a grant of land thirty miles in width on each side of the road. Council Bluffs is not more than forty miles farther west than St. Joseph, and is distant from the latter place about one hundred miles, by the usually travelled route. The distance from Lake Michigan to Council Bluffs is supposed to be, at least, three hundred and fifty miles. Mr. Whitney asks that, as fast as he constructs each ten miles of his road, he may be permitted to sell one-half of the public land for thirty miles on each side of the part of the road so completed, in order to procure means for constructing the next ten miles. If this project be acceded to, the government of the United States will pay 6,720,000 acres of land for the construction of a railway from Lake Michigan to a point forty miles farther west than St. Joseph. If the grant we ask for be made to the State of Missouri, the United States will expend 678,400 acres of land in order to secure the construction of a railroad from Hannibal to St. Joseph, a road which individual enterprise will at once connect with the Illinois works, and thus with Lake Michigan. It is true that the State of Missouri does not propose to construct a railway to the Pacific ocean; but she does pro-

pose to construct an important part of that road. And, if the federal government be determined to appropriate the proceeds of the public lands to the construction of a railroad across the continent, it is certainly much better to commence at St. Joseph, on the Missouri river, the point at which nearly all of our emigration to Oregon and California leaves the States, than at any point on Lake Michigan. By so doing, the government will save, as has been shown, 6,000,000 acres of public lands, an amount of lands sufficient to construct over three hundred and fifty miles of railway, at a cost of \$20,000 per mile. This would be the saving gained to the United States, provided the Missouri grant should be made, by commencing the Pacific railroad at St. Joseph, instead of commencing it at Lake Michigan, if the alternate sections, which, under the terms of the proposed grant to our State, are reserved to the government, should be sold at one dollar and twenty cents per acre. But if those sections should be sold at double the minimum price, as is suggested, the Hannibal and St. Joseph railroad will cost the government nothing—not a single cent—while the construction of Whitney's road from Lake Michigan to Council Bluffs will cost the United States 6,720,000 acres of our best public lands.

But this is not all. It is exceedingly problematical whether a railroad will be found practicable by the way of the South pass of the Rocky mountains to the Pacific ocean. In June last, one of the undersigned left California, on his return to the United States. On the 22d of that month he crossed one of the ridges of the Rocky mountains, by what is denominated "*a pass*." On that day he travelled for thirty miles over snow which was frequently more than twenty feet deep. He was informed by persons he fell in with from the Wallametta valley, that the snows in the Cascade mountains of Oregon were as deep in June last, as those he encountered in the California mountains. The whole country from the South pass to the "valleys of California and Oregon" is not only exceedingly rugged, but it is so elevated that, if one may believe his own senses, it is covered many months of the year with almost impassable snows.

From the western part of Missouri to the coast of Oregon, is reckoned from 2,200 to 2,800 miles. From the town of St. Joseph to Santa Fé, in Mexico, is 750 miles. From Santa Fé to San Diego, on the Del Norte, in New Mexico, is about 275 miles. From San Diego, on the Del Norte, to San Diego, in California, on the Pacific, is 800 miles.

The whole distance from Saint Joseph, in Missouri, to San Diego, in California, by the route described, is 1,850 miles. The whole of this distance is over a plain, with scarcely a single obstruction of any moment to the making or the using of a railway. Indeed, we may say that the only difficulty on the route is a descent from the table lands of New Mexico to those beyond. This descent is not more than 800 feet. The country immediately west of the State of Missouri will admit of settlements for three hundred miles

in the direction of Santa Fé. The lands in New Mexico will admit of settlements for about one hundred miles from Santa Fé in the direction of the State of Missouri. This estimate leaves a section of country of a little more than three hundred miles in width, between the States of Missouri and New Mexico, that will probably never be settled. The valley of the Del Norte will admit of dense settlements to San Diego, on the Del Norte. The country between San Diego, on the Del Norte, and the Pimo villages, on the Gila river, (a distance of 400 miles,) will also admit of settlements. From the Pimo villages to the crossing of the Colorado river, a distance of 200 miles, the country will sustain only a sparse population. But yet the Gila river is, in that part of it, no where more than fifty miles, and generally not so far, from the settlements of Sonora, one of the richest of the Mexican states in natural resources. From "the crossing of the Colorado" to the settlements of California is about one hundred miles through a sterile country, incapable of supporting any population. The route, then, from Saint Joseph through New Mexico is not only over a country free from mountains, free from deep snows, and free from ice, but one that will generally admit of settlements, or is in the vicinity of settlements. The route by the south pass is over a country that, for more than twelve hundred miles, is not only rugged in the extreme, and for more than half of the year blocked up by snow and ice, but is, for the same distance, almost worthless for the purpose of settlements. These statements have not been made at haphazard. They are made upon the authority of one of the undersigned, who went from the neighborhood of St. Joseph to California, by the way of New Mexico, and returned by the way of the South pass.

It is said that from Galveston, in Texas, to San Diego, in New Mexico, is but seven hundred miles, and the distance by this route to the Pacific is not more than fifteen hundred miles. As to the route from San Diego, on the Del Norte, to Galveston, in Texas, we know nothing. But Galveston is nearly twice as far from the city of New York as is Saint Joseph, in Missouri. If, therefore, the object be to unite the Atlantic cities with the Pacific, it would seem that the proper route is through the States of Ohio, Indiana, Illinois, and Missouri, right through the mighty valley of the Mississippi; thence down the valley of the Del Norte; thence down the valley of the Gila; thence across the plains of the Colorado to some one of the ports of California. This is the route marked out by the hand of nature. Shall we reject it?

Much more might be urged in amplification of the views now presented. But we fear that we have already exceeded the proper limits of a communication of this kind. We therefore hasten to a conclusion.

The constitutional power of Congress to make the proposed grant of land in aid of the construction of the proposed road cannot be seriously questioned, and has been recognized in the action of the Senate at the present session. To show the propriety of the

exercise of that power in this particular case, we respectfully urge by way of recapitulation—

First. That, by the construction of said road, the vacant lands in the northern part of Missouri will become much more valuable, and the residue retained by the government, after making the grant, will produce more revenue to the treasury than the whole quantity without the construction of the road.

Second. As a great land proprietor, the government of the United States *should*, as a matter of *justice*, contribute a proportionate part with other proprietors in the proposed improvement.

Third. The use of the road in the transportation of troops, public stores, Indian annuities, &c., will be a matter of great importance to the government.

Fourth. The facilities of transportation, the reduction of freight, and easy access to good markets will give a great impetus to activity and industry, and add much to the production and wealth of the country.

And lastly. This road will be a necessary connecting link in the proper line of communication through the valley of the Mississippi, New Mexico, and California to the Pacific coast.

Very respectfully, we are, sir, your obedient servants,

JAMES S. GREEN,
WILLARD P. HALL.

Hon. SIDNEY BREESE,

*Chairman of Committee on Public Lands,
United States Senate.*

A.

GENERAL LAND OFFICE,
April 18, 1848.

SIR: In answer to your inquiries of the 29th February last, I have the honor to state:

That within six miles on each side of a line drawn from St. Josephs, on the Missouri river, in the State of Missouri, to Hannibal, on the Mississippi river, in said State, there were, on the 31st December, 1847, of vacant land belonging to the government, 640,362 acres.

The greater part of these lands was offered in 1820 and 1835; the balance was offered in 1819, 1821, 1843, and 1844. Full one-half of them, it is estimated, is prairie.

Within twelve miles of the Missouri river, on the north side thereof, between the mouth of said river and the old western boundary of the State of Missouri, there were, on the 31st December, 1847, of vacant land belonging to the government, 584,984 acres.

These lands were all offered in 1818, 1819, 1820, 1821, and 1823. One-fifth of them, it is estimated, is prairie.

Within twelve miles of the Mississippi river, in the State of Missouri, between the mouth of the Missouri river and the town of Hannibal, there were, on the 31st December, 1847, of vacant land belonging to the government, an aggregate of 96,370 acres.

These lands were all offered in 1818, 1819, and 1823; and it is estimated that one-twentieth of them is prairie.

I regret that this answer to your inquiries could not be furnished sooner, owing to the pressure of business, and the length of time necessarily consumed in its preparation, as but one clerk could be detailed on it.

Very respectfully, your obedient servant,

RICHARD M. YOUNG,
Commissioner.

Hon. JOHN JAMIESON,
House of Representatives.

B.

QUARTERMASTER GENERAL'S OFFICE,
Washington city, March 15, 1848.

SIR: I have the honor to enclose, herewith, a statement of the stores, &c., transported from St. Louis, Missouri, to Fort Leavenworth, in the last five years, ending 1847, showing the cost of the property, and of the transportation thereof, as requested in your letters, dated the 24th and 27th ultimo.

I remain, sir, very respectfully, your obedient servant,

TH. S. JESUP,
Quartermaster General.

Hon. JOHN JAMIESON,
House of Representatives, Washington, D. C.

Statement of the amount in value of public stores which have been sent to Fort Leavenworth, Missouri, by the Quartermaster's department at St. Louis, Missouri, in each year for the period of five years, and the cost of the transportation of the same per the Missouri river, beginning with the year 1843 and ending with 1847.

Years.	Value of rations.	Cost of freight.	Value of clothing.	Cost of freight.	Value of the quartermaster's stores.	Cost of freight.	Value of the ordnance.	Cost of freight.
1843.....	\$17,904 00	\$1,322 98	\$26,493 00	\$215 84	\$9,090 00	\$457 75	\$7,082 00	\$106 45
1844.....	14,900 00	194 00	7,225 00	56 74	1,290 00	89 42	7,070 00	133 81
1845.....	15,100 00	700 66	16,860 00	130 12	7,800 00	587 82	1,417 00	36 70
1846.....	146,216 00	12,225 62	15,656 00	730 86	40,147 00	2,314 23	51,938 00	1,183 83
1847.....	104,296 00	7,942 12	6,026 00	206 35	48,997 00	3,100 69	85,493 00	1,177 59
Total for 5 years.....	298 416 00	22,385 38	72,260 00	1,339 91	107,324 00	6,549 61	153,000 00	2,643 38

STATEMENT—Continued.

Years.	Total value of property.	Total freight.	Amount of specie transported.	Cost of transportation.	Amount paid for the transportation of troops.	Total am't paid for freight and transportation.
1843.....	\$60,569 00	\$2,103 02	\$5,000 00	\$8 00	\$947 00	\$3,053 02
1844.....	30,435 00	473 67	5,230 00	52 30	328 00	853 97
1845.....	41,177 00	1,455 30	5,000 00	12 50	627 00	2,094 80
1846.....	253,957 00	16,459 54	120,000 00	150 00	1,216 00	17,825 54
1847.....	244,812 00	12,426 75	264,770 00	53 95	5,167 00	17,647 70
Total for 5 years.....	631,000 00	32,918 28	400,000 00	276 75	8,285 00	41,480 03

NOTES.

In the month of July, 1846, the steamer Radnor was sunk in the Missouri river, while bound to Fort Leavenworth, loaded with government stores, and became a total loss. Cargo valued at \$4,708.

In September of the same year, the steamer Ohio, loaded with United States stores, was wrecked, the property being recovered from her; the damages on which, and the expense of its retrieval, amounting to about \$3,191.

The department never insures the public property in its possession; there has been, therefore, no expense incurred on that account.

ÆNEAS MACKAY, *Lieut. Col. and Dep. Quartermaster General.*

REPORT

January 1881

Mr. Wm. H. ...

REPORT

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